BEAR LAKE COUNTY AIRPORT (PARIS)

This report describes how your pavement maintenance management program was developed. This program was developed as part of the Network Pavement Management Program project sponsored by the Idaho Transportation Department, Division of Aeronautics. The information and data contained in this report ensures you are in compliance with the requirements of Federal Aviation Administration (FAA) Grant Assurance Number 11 which states that any airport requesting federal funds for pavement improvement projects must have implemented a pavement maintenance management program (PMMP).

DATA COLLECTION

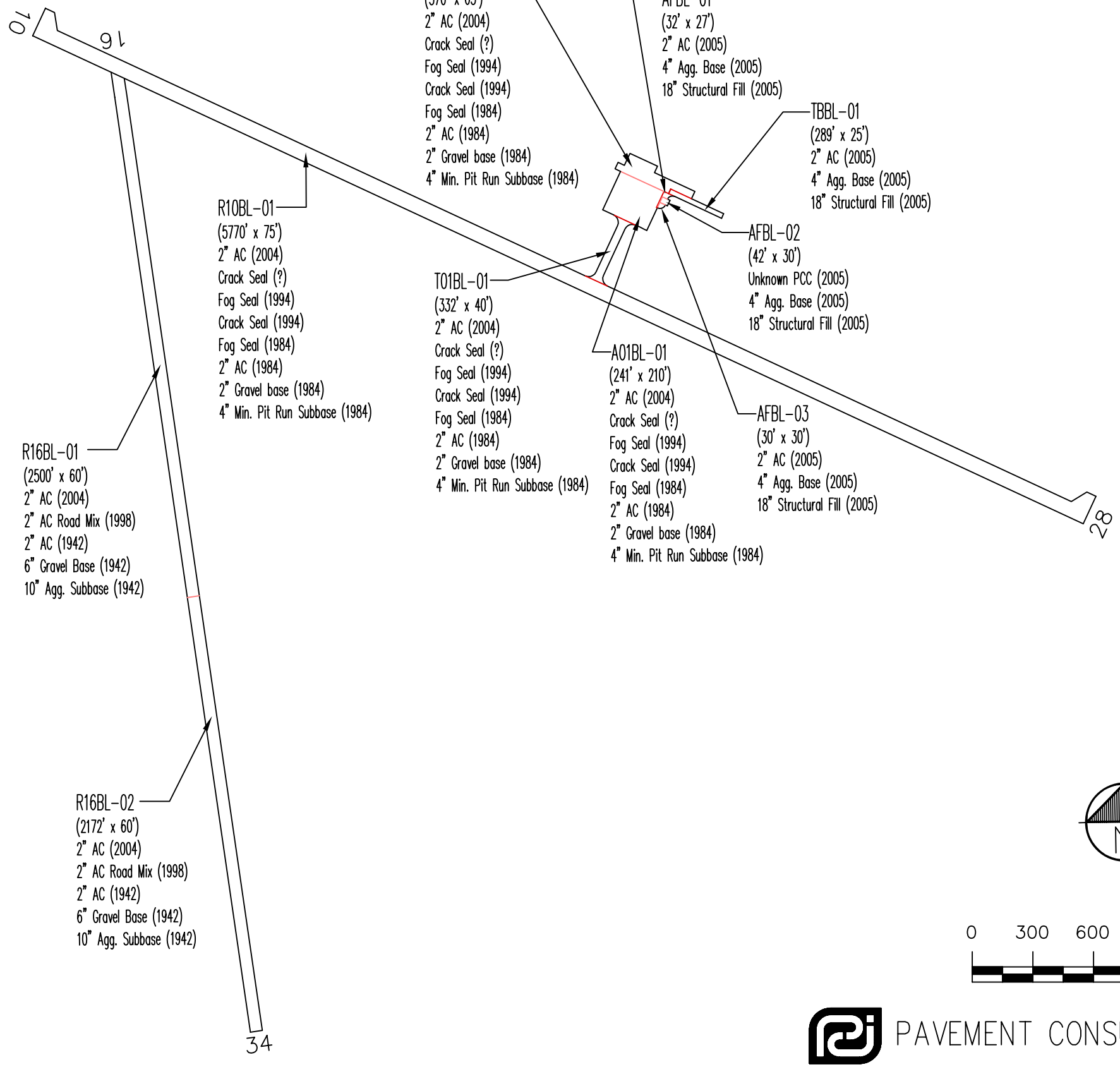
To determine how your pavements were constructed and their age, a records review was conducted. Figure BL-1 shows the records review results. This figure shows pavement boundaries, dimensions, pavement layer types, thicknesses and dates of construction. Table BL-1, provided in Appendix 1, contains the up-to-date cross-section information for each pavement section. The most recent construction date for each pavement can also be found in the Section Condition Report in Appendix 2. Figure BL-1, Table BL-1, and the information contained in Appendices 1 and 2 ensure that your airport complies with the "pavement inventory" requirement of FAA's PMMP guidelines.

The pavements at your airport were divided into branches, sections and sample units in accordance with the methodology outlined in the current editions of FAA Advisory Circular AC:150/5380-6, *Guidelines and Procedures for Maintenance of Airport Pavements* and ASTM D5430, *Standard Test Method for Airport Condition Index Surveys*. The branches, sections and sample units established at your airport are shown in Figure BL-2. A Branch Condition Report showing all branches, their associated areas, and area-weighted average condition is provided in Appendix 2. Additionally, the Appendix 2 Section Condition Report provides information that the Micro PAVER pavement management software uses to define each branch and section.

Using the branch, section and sample unit divisions established, a visual condition survey was conducted at Bear Lake County Airport (Paris) on November 04, 2006. During the inspection pavement defects were identified and measured in accordance with the methodology outlined in FAA AC:150/5380-6 and ASTM D5430. Our inspection ensures your airport complies with the "detailed inspection" requirement of FAA's PMMP guidelines. After collection, the data were entered into the Micro PAVER software for analysis. These data are reproduced in the Re-Inspection Report attached in Appendix 2. Photographs of typical distresses observed during the inspections are provided in Appendix 3.

The Micro PAVER database updated during this project ensures your airport complies with the "record keeping and information retrieval" requirements of FAA's PMMP guidelines.

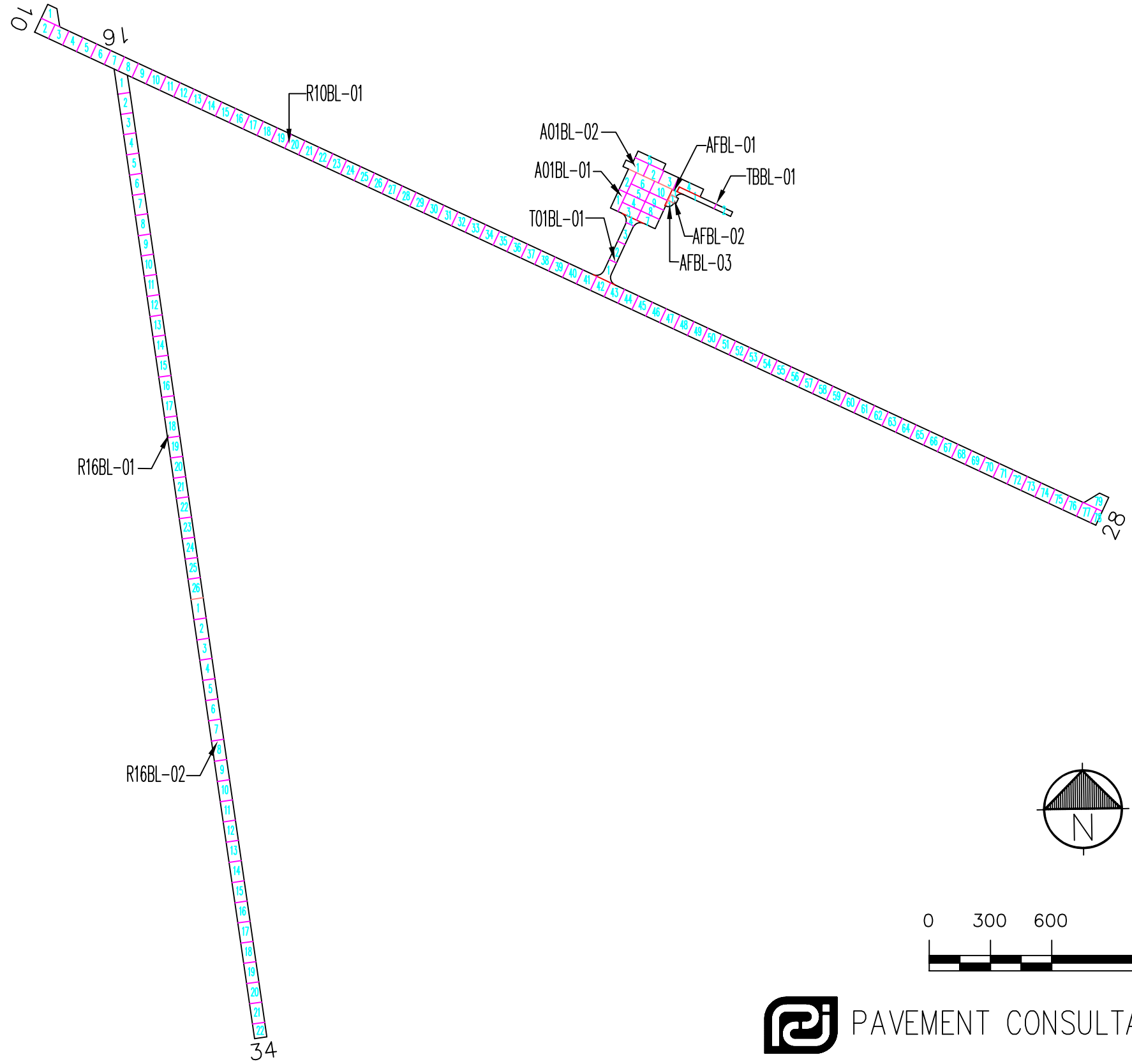
Figure BL-1. Airport Layout, Dimensions and Pavement Cross-Sections. Bear Lake County Airport (Paris)



Drawing Date: November 2006

PAVEMENT CONSULTANTS INC.

Figure BL-2. Pavement Branch, Section and Sample Unit Layout. Bear Lake County Airport (Paris)



N

0 300 600 1200

PAVEMENT CONSULTANTS INC.

Drawing Date: November 2006

RESULTS

Using the data collected during the visual inspection, the Micro PAVER software calculated a Pavement Condition Index (PCI) for each pavement section inspected by averaging the PCIs for inspected sample units. Using each section's PCI, a Pavement Condition Rating (PCR) was assigned. The PCIs and associated PCRs from this inspection are shown in Table BL-2. This table also contains projected PCIs for 2011 and 2016 based on pavement deterioration models developed by Micro PAVER using the inspection data from pavements in Idaho having the same surface types. The Branch Condition Report in Appendix 2 summarizes current pavement condition by branch while the Section Condition Report in Appendix 2 lists pavement condition by section. The current PCR is shown graphically in Figure BL-3.

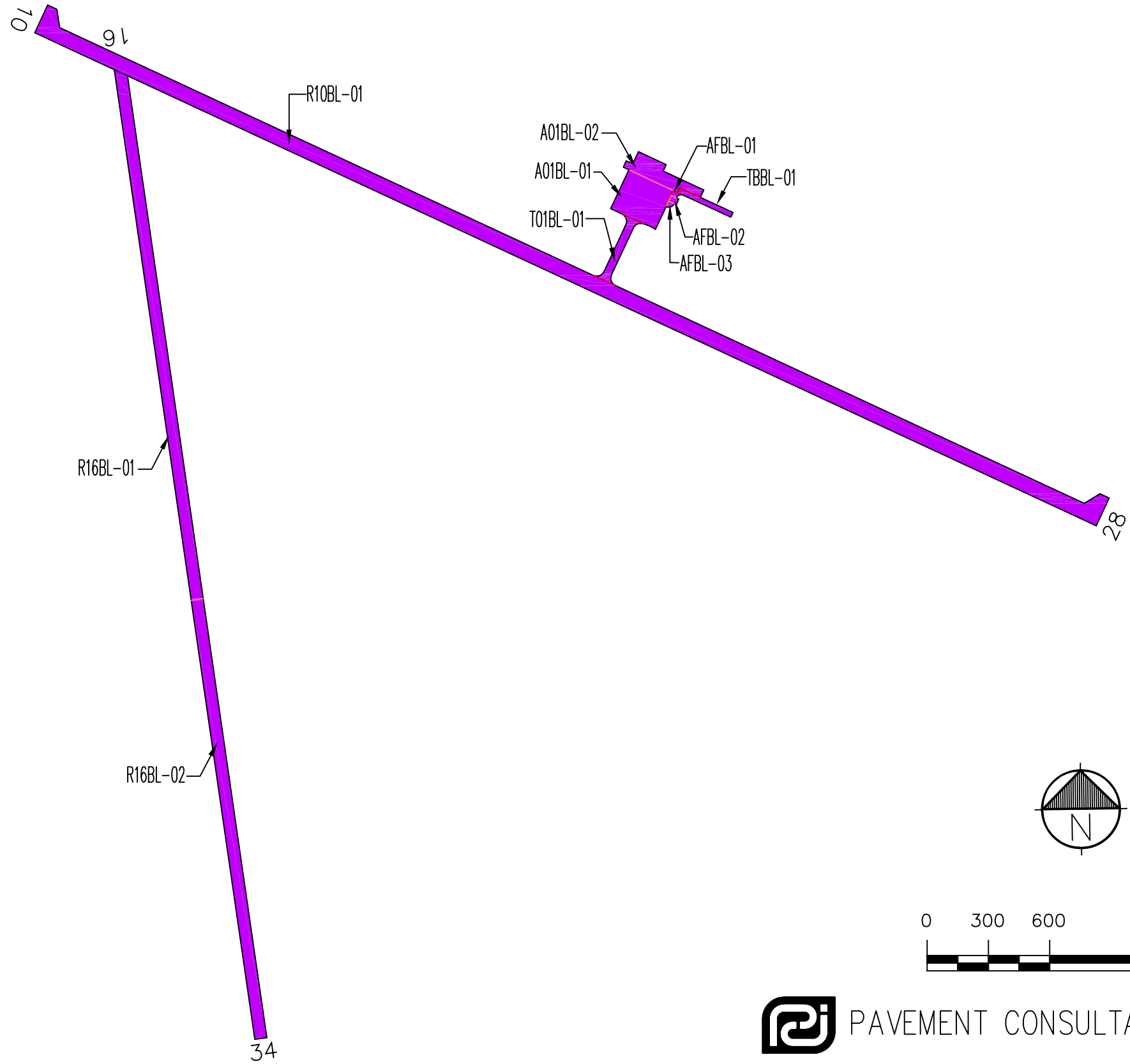
Table BL-2. Present and Future Pavement Condition Indices.

Branch	Section	2006		2011		2016	
		PCI	PCR	PCI	PCR	PCI	PCR
A01BL	01	93	Excellent	79	Very Good	66	Good
A01BL	02	92	Excellent	78	Very Good	66	Good
AFBL	01	100	Excellent	85	Very Good	72	Very Good
AFBL	02	100	Excellent	66	Good	64	Good
AFBL	03	100	Excellent	85	Very Good	72	Very Good
R10BL	01	91	Excellent	82	Very Good	75	Very Good
R16BL	01	96	Excellent	83	Very Good	77	Very Good
R16BL	02	96	Excellent	83	Very Good	77	Very Good
T01BL	01	92	Excellent	80	Very Good	70	Good
TBBL	01	100	Excellent	86	Excellent	75	Very Good

Section PCIs at the airport range from a low of 91 (a PCR of "Excellent") to a high of 100 (a PCR of "Excellent"). The area-weighted average PCI for all airport pavements is 93, corresponding to an overall PCR of "Excellent". Figure BL-4 shows how much pavement area is associated with each Pavement Condition Rating category and also shows pavement condition distribution from the inspections conducted in 1996 and 1999. A graphical representation of the projected PCRs presented in Table BL-2 is shown in Figure BL-5.

The primary distresses observed during the inspection were longitudinal and transverse cracking, and weathering/raveling with isolated occurrences of slippage cracking and oil spillage.

Figure BL-3. Pavement Condition in 2006.
Bear Lake County Airport (Paris)



PCI / PCR

PCI	PCR
100	EXCELLENT
85	VERY GOOD
70	GOOD
55	FAIR
40	POOR
25	VERY POOR
10	FAILED
0	

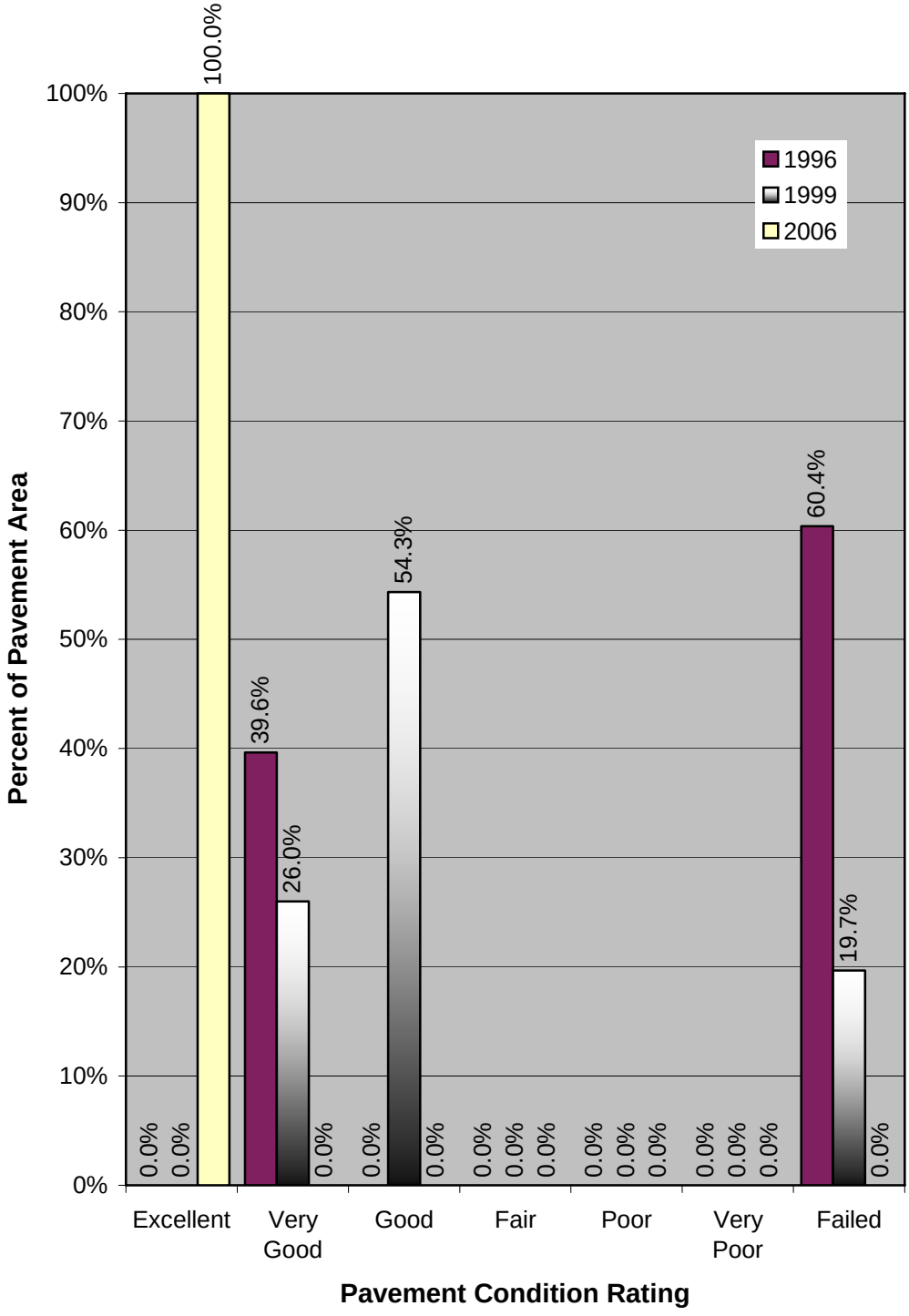
N

0 300 600 1200

PAVEMENT CONSULTANTS INC.

Drawing Date: November 2006

Figure BL-4. Distribution of Pavement Condition
Bear Lake County Airport (Paris)



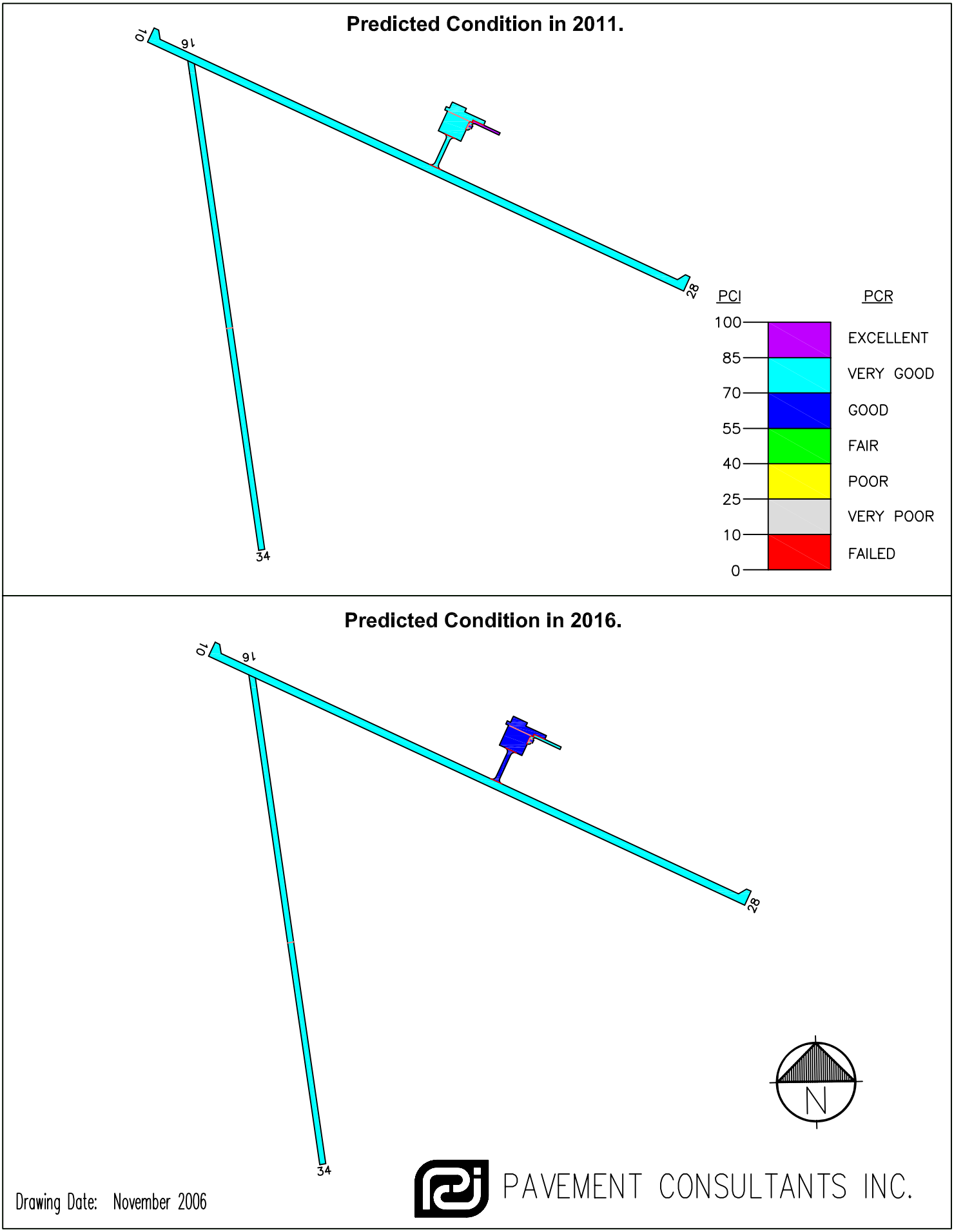


Figure BL-5. Future Pavement Condition.

RECOMMENDATIONS

Data collected during the visual condition survey were used by the Micro PAVER software to generate the Network Maintenance Report contained in Appendix 4. This report identifies, for each pavement section, the recommended localized maintenance activities that should be completed to repair the defects observed during the visual inspection. The repair quantities identified in the report were extrapolated to cover the entire pavement section, based on the inspected sample units. If the repair activities identified are completed, the pavement deterioration rate will slow.

The localized maintenance activities to be applied are selected by the Micro PAVER software based on the Maintenance & Repair (M&R) policy established for the Idaho airport system. The report results indicate that, over the entire airport, the following quantities of localized maintenance are needed:

- 280 square feet of asphalt concrete deep patching.

The Micro PAVER software also can identify and schedule recommended global (applied over an entire section) maintenance activities such as fog seals, slurry seals and other surface treatments, as well as major rehabilitation activities such as asphalt concrete overlays and complete reconstruction. To determine when a pavement section requires global maintenance or rehabilitation, Micro PAVER uses the pavement deterioration models developed during this project. These models are used to estimate future pavement condition and to schedule global maintenance and rehabilitation recommendations based on a trigger PCI.

During this project a 5-year program outlining recommended global maintenance and rehabilitation was developed. The program begins in 2007. These recommendations are presented in Table BL-3, which identifies the pavement section requiring rehabilitation, the year the action should be completed, the type of action, and an associated cost. This information is also presented graphically in Figure BL-6.

If the global maintenance or rehabilitation activities recommended in Table BL-3 are not completed, the localized maintenance activities identified in the Network Maintenance Report (Appendix 4) for that section should be completed. Additionally, for those sections not listed in Table BL-3 as requiring global maintenance or rehabilitation, the localized maintenance activities outlined in the Network Maintenance Report should be completed. By completing the localized maintenance activities, pavement condition is improved, life is extended, deterioration is slowed and the length of time until major repair or rehabilitation is required is increased.

Table BL-3. Five-Year Global Maintenance and Rehabilitation Plan.

Year	Branch	Section	Action	Area (sf)	Unit Cost ($/sf)	Total Cost ($)
2009	AFBL	01	Fog Seal	1,272	$0.15	$191
	AFBL	03	Fog Seal	731	$0.15	$110
	TBBL	01	Fog Seal	7,219	$0.15	$1,083
					2009 Total	$1,383
2011	A01BL	01	Slurry Seal	50,209	$0.21	$10,544
	A01BL	02	Slurry Seal	27,700	$0.21	$5,817
	R10BL	01	Slurry Seal	432,750	$0.21	$90,878
	R16BL	01	Slurry Seal	156,312	$0.21	$32,826
	R16BL	02	Slurry Seal	130,320	$0.21	$27,367
	T01BL	01	Slurry Seal	14,654	$0.21	$3,077
					2011 Total	$170,508
					TOTAL	$171,892

INSPECTION SCHEDULE

To comply with the inspection schedule requirement of FAA Grant Assurance Number 11, a detailed visual inspection should be conducted every three (3) years using the methodology in FAA AC:150/5380-6 and ASTM D5430. The next scheduled detailed visual inspection should take place during 2009.

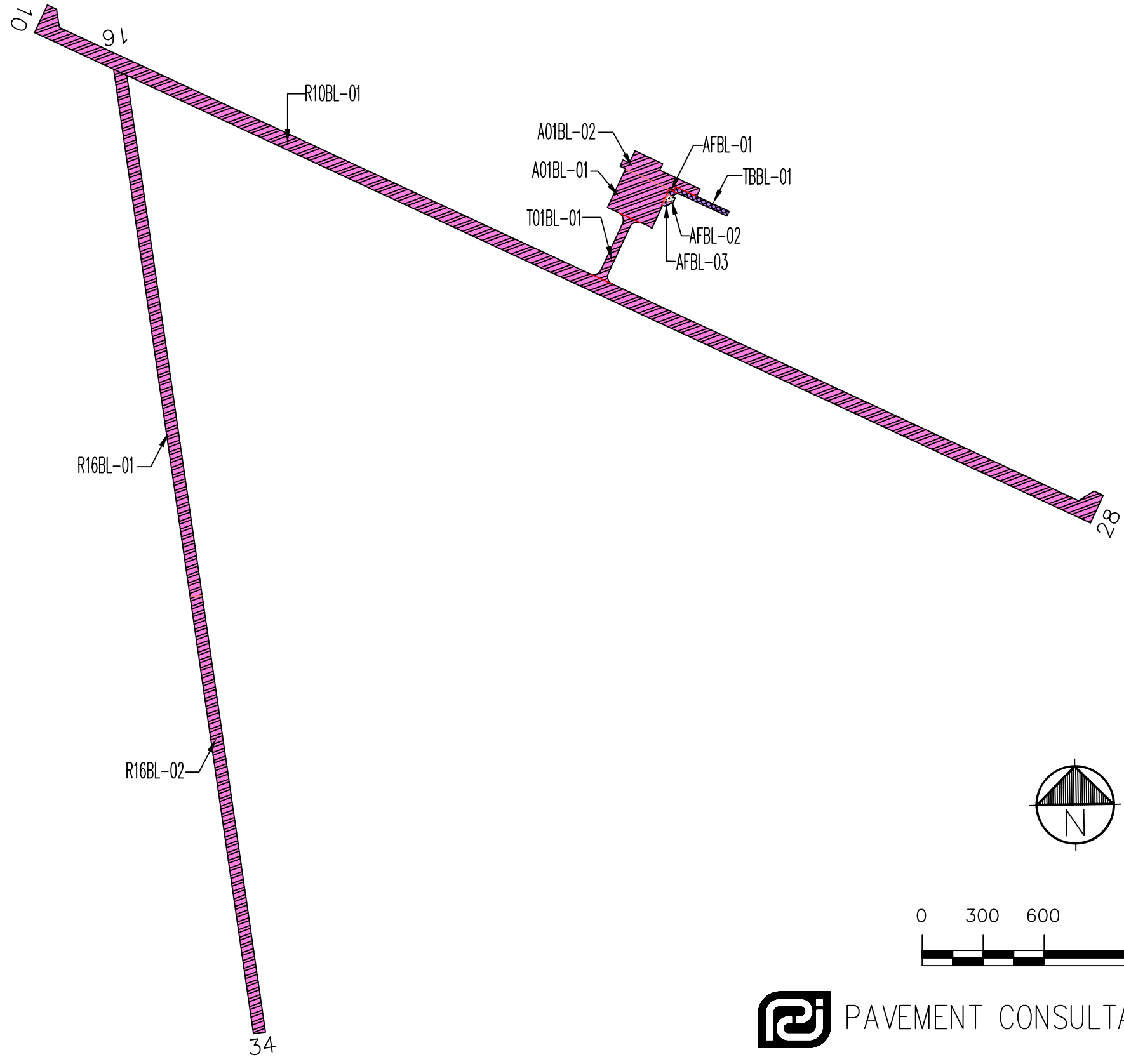
In addition, as part of the FAA-mandated pavement maintenance management program, a drive-by inspection must be conducted monthly to detect unforeseen or abrupt changes in pavement condition that have occurred since the last monthly inspection. Additionally, any maintenance activities completed during the previous month should be noted. The results of each drive-by inspection should be recorded and kept on file for five (5) years.

This inspection can easily be accomplished by driving your airport and recording your observations on the “Monthly Drive-By Inspection Form” provided as Figure BL-7. Each drive-by inspection should note the date of the inspection, any change in pavement condition, and an indication of any maintenance performed since the last drive-by inspection. A copy of each drive-by inspection report should be sent to Mr. William P. Statham at the Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83709.

RECORD KEEPING

As part of the FAA-mandated pavement maintenance management program, you must record and keep on file for a minimum of five (5) years, complete information about all detailed pavement inspections and maintenance performed. The types of distress, their

Figure BL-6. Five-Year Pavement Management Plan. Bear Lake County Airport (Paris)



ACTION TIMING

- 2007
- 2008
- 2009
- 2010
- 2011

ACTION

- FOG SEAL
- SLURRY SEAL
- OVERLAY
- RECONSTRUCT
- ROUTINE MAINTENANCE

N

0 300 600 1200

PAVEMENT CONSULTANTS INC.

Drawing Date: November 2006

locations, and remedial actions, scheduled or performed, must be documented. The minimum information to be recorded is:

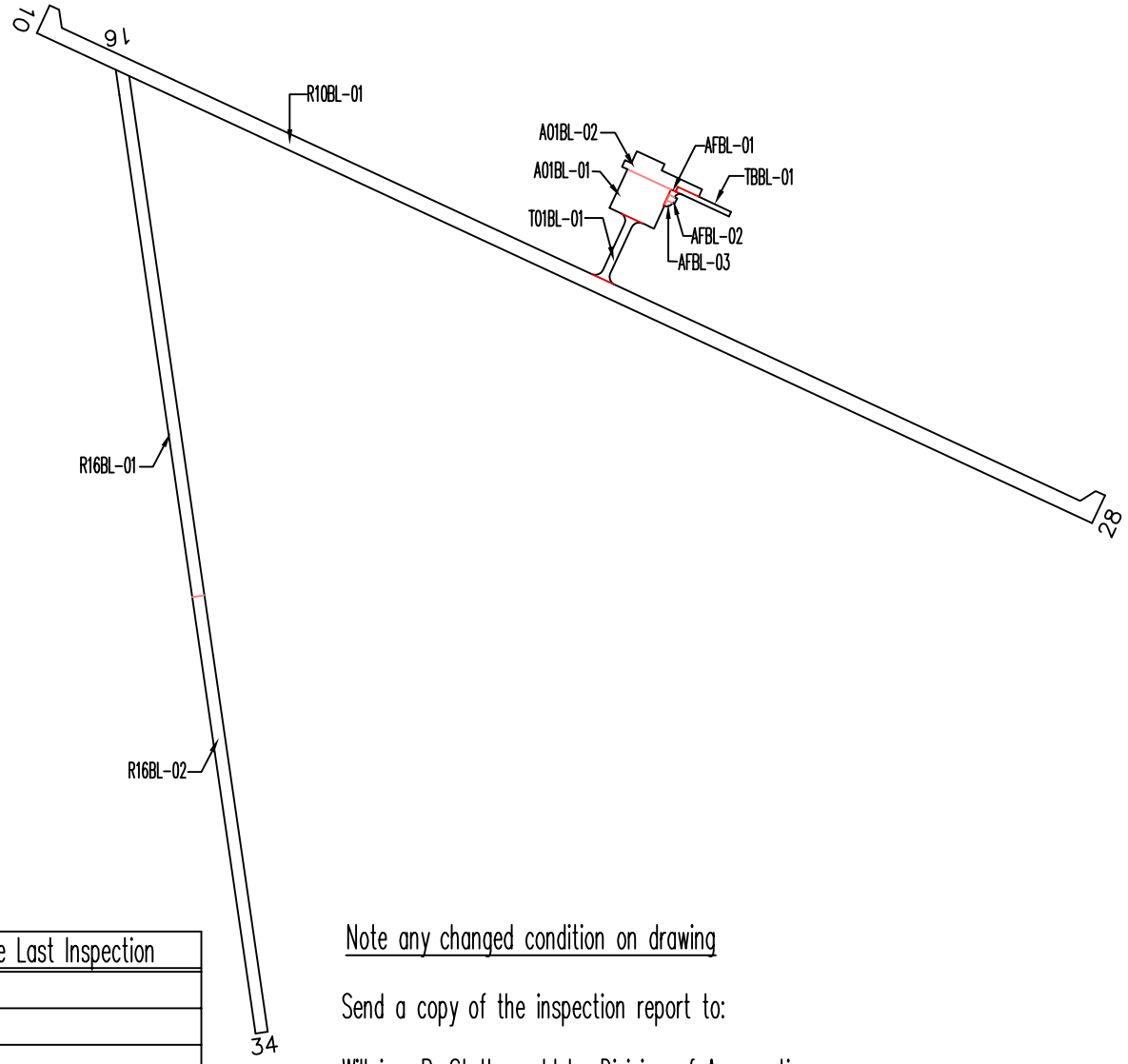
- Inspection date
- Location of pavement distress
- Distress types observed
- Type of maintenance scheduled or performed
- Date maintenance was performed

It would be useful to maintain documentation as to the type of maintenance completed such as engineering reports, drawings and specifications.

Note that you may use any form or record keeping you deem appropriate so long as the information and records produced by the pavement survey can be retrieved as necessary for any reports required by the FAA.

This report fulfills FAA's record keeping requirements. Additionally, this report and any subsequent information compiled by you will form the basis of the next detailed inspection and evaluation.

Figure BL-7. Monthly Drive-By Inspection Form
Bear Lake County Airport (Paris)



Inspection Date: _____

Inspected By: _____

Branch	Section	Maintenance Performed Since Last Inspection

Note any changed condition on drawing

Send a copy of the inspection report to:

Willaims P. Statham, Idaho Division of Aeronautics
P.O. Box 7129 / Boise, ID 83707-1129
Fax: (208) 334-8789

TABLE BL-1. PAVEMENT HISTORY REPORT

Airport Name: Bear Lake County Page: 1 of: 2

Date Prepared: 1-Feb-07

Feature No.	Soil Class	Subgrade Class	CBR	Subgrade Prep.	Frost Course	Subbase Course	Base Course	Surface Course	Overlay Course	Surface Treatment	Crack
	Project Number			Date							
R10BL			10.5			4" Minus	2"	2" AC		Fog Seal	
	AIP-01			1984			P208	P401		P626	
R10BL										Fog Seal	Crack
				1994							
R10BL									2" AC		
				2004					P401		
R16BL 1	E-6	F-6				10"	6"	2" AC			
				~1942							
R16BL 1	E-6	F-6							2" AC		
				1998					Road mix		
R16BL 1									2" AC		
				2004					P401		
R16BL 2	E-6	F-6				10"	6"	2" AC			
				~1942							
R16BL 2	E-6	F-6							2" AC		
				1998					Road mix		
R16BL 2									2" AC		
				2004					P401		
T01BL			10.5			4" Minus	2"	2" AC		Fog Seal	
	AIP-01			1984			P208	P401		P626	
T01BL										Fog Seal	Crack
				1994							
T01BL									2" AC		
				2004					P401		
TBBL						18"	4"	2" AC			
				2005		St. Fill	Agg. Base	P401			
A01BL 1			10.5			4" Minus	2"	2" AC		Fog Seal	
	AIP-01			1984			P208	P401		P626	
A01BL 1										Fog Seal	Crack
				1994							

TABLE BL-1. PAVEMENT HISTORY REPORT

Airport Name: Bear Lake County Page: 2 of: 2

Date Prepared: 1-Feb-07

Feature No.	Soil Class	Subgrade Class	CBR	Subgrade Prep.	Frost Course	Subbase Course	Base Course	Surface Course	Overlay Course	Surface Treatment	Crack
	Project Number			Date							
A01BL 2				2004					2" AC P401		
AFBL 1				2005		18" St. Fill	4" Agg. Base	2" AC P401			
AFBL 2				2005		18" St. Fill	4" Agg. Base	PCC Unknown			
AFBL 3				2005		18" St. Fill	4" Agg. Base	2" AC P401			

Date: 5 /18/2007

Branch Condition Report

Pavement Database: NetworkID: BEAR LAKE

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
A01BL (Apron 01 Bear Lake)	2	611.00	137.50	77,909.00	APRON	92.50	0.50	92.64
AFBL (Apron Fuel Bear lake)	3	104.00	29.00	3,248.00	APRON	100.00	0.00	100.00
R10BL (Runway 10/28 Bear Lake)	1	5,770.00	75.00	432,750.00	RUNWAY	91.00	0.00	91.00
R16BL (Runway 16/34 Bear Lake)	2	4,777.00	60.00	286,632.00	RUNWAY	96.00	0.00	96.00
T01BL (Taxiway 01 Bear Lake)	1	332.00	40.00	14,654.00	TAXIWAY	92.00	0.00	92.00
TBBL (Taxiway B Bear lake)	1	289.00	25.00	7,219.00	TAXIWAY	100.00	0.00	100.00

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	5	81,157.00	97.00	3.69	92.94
RUNWAY	3	719,382.00	94.33	2.36	92.99
TAXIWAY	2	21,873.00	96.00	4.00	94.64
All	10	822,412.00	96.00	3.61	93.03

Date: 5 /18/2007

Section Condition Report

Pavement Database: *NetworkID: BEAR LAKE*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
A01BL (Apron 01 Bear Lake)	01	06/05/2004	AC	APRON	P	0	50,209.00	11/04/2006	2	93.00
A01BL (Apron 01 Bear Lake)	02	06/05/2004	AC	APRON	S	0	27,700.00	11/04/2006	2	92.00
AFBL (Apron Fuel Bear lake)	01	05/03/2005	AC	APRON	S	0	1,272.00	11/04/2006	1	100.00
AFBL (Apron Fuel Bear lake)	02	05/03/2005	PCC	APRON	S	0	1,245.00	11/04/2006	1	100.00
AFBL (Apron Fuel Bear lake)	03	05/03/2005	AC	APRON	S	0	731.00	11/04/2006	1	100.00
R10BL (Runway 10/28 Bear Lake)	01	06/05/2004	AC	RUNWAY	P	0	432,750.00	11/04/2006	2	91.00
R16BL (Runway 16/34 Bear Lake)	01	06/05/2004	AC	RUNWAY	S	0	156,312.00	11/04/2006	2	96.00
R16BL (Runway 16/34 Bear Lake)	02	06/05/2004	AC	RUNWAY	S	0	130,320.00	11/04/2006	2	96.00
T01BL (Taxiway 01 Bear Lake)	01	06/05/2004	AC	TAXIWAY	P	0	14,654.00	11/04/2006	2	92.00
TBBL (Taxiway B Bear lake)	01	05/03/2005	AC	TAXIWAY	S	0	7,219.00	11/04/2006	1	100.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**1.60**	**822,412.00**	**10**	**96.00**	**3.61**	**93.03**
All	**1.60**	**822,412.00**	**10**	**96.00**	**3.61**	**93.03**

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: BEAR LAKE Name: BEAR LAKE COUNTY AIRPORT (PARIS)

Branch: A01BL Name: Apron 01 Bear Lake Use: APRON Area: 77,909.00SqFt

---

Section: 01 of 2 From: Taxiway 01 To: Apron 02 Last Const.: 6/5/2004
Surface: AC Family: Idaho AC Aprons Zone: 1U7 Category: 5 Rank: P
Area: 50,209.00SqFt Length: 241.00Ft Width: 210.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 10 Surveyed: 5
Conditions: PCI:93.00 |

Sample Number: 01 Type: R Area: 4,100.00SqFt PCI = 92

48	LONGITUDINAL/TRANSVERSE CRACKING	L	94.02 Ft

Sample Number: 02 Type: R Area: 4,510.00SqFt PCI = 88

48	LONGITUDINAL/TRANSVERSE CRACKING	L	62.02 Ft
55	SLIPPAGE CRACKING	N	15.00 SqFt

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 94

48	LONGITUDINAL/TRANSVERSE CRACKING	L	16.00 Ft
49	OIL SPILLAGE	N	10.00 SqFt

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 96

48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.01 Ft

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 96

48	LONGITUDINAL/TRANSVERSE CRACKING	L	21.01 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: BEAR LAKE Name: BEAR LAKE COUNTY AIRPORT (PARIS)

Branch: A01BL Name: Apron 01 Bear Lake Use: APRON Area: 77,909.00SqFt

Section: 02 of 2 From: Apron 01 To: End Last Const.: 6/5/2004
Surface: AC Family: Idaho AC Aprons Zone: 1U7 Category: 5 Rank: S
Area: 27,700.00SqFt Length: 370.00Ft Width: 65.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 5 Surveyed: 3
Conditions: PCI:92.00 |

Sample Number: 01 Type: R Area: 6,100.00SqFt PCI = 83

48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.01 Ft
52	WEATHERING/RAVELING	L	1,079.99 SqFt

Sample Number: 02 Type: R Area: 5,200.00SqFt PCI = 96

48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.01 Ft

Sample Number: 03 Type: R Area: 6,630.00SqFt PCI = 98

48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: BEAR LAKE Name: BEAR LAKE COUNTY AIRPORT (PARIS)

Branch: AFBL Name: Apron Fuel Bear lake Use: APRON Area: 3,248.00SqFt

Section: 01 of 3 From: Apron 01 To: Taxiway B Last Const.: 5/3/2005
Surface: AC Family: Idaho AC Aprons Zone: Category: Rank: S
Area: 1,272.00SqFt Length: 32.00Ft Width: 27.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 1 Surveyed: 1
Conditions: PCI:100.00 |

Sample Number: 01 Type: R Area: 1,272.00SqFt PCI = 100
<NO DISTRESSES>

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: BEAR LAKE Name: BEAR LAKE COUNTY AIRPORT (PARIS)

Branch: AFBL Name: Apron Fuel Bear lake Use: APRON Area: 3,248.00SqFt

Section: 02 of 3 From: Section 01 To: Section 03 Last Const.: 5/3/2005
Surface: PCC Family: Idaho PCC Aprons Zone: Category: Rank: S
Area: 1,245.00SqFt Length: 42.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 1 Surveyed: 1
Conditions: PCI:100.00 |

Sample Number: 01 Type: R Area: 1.00Count PCI = 100
<NO DISTRESSES>

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: BEAR LAKE Name: BEAR LAKE COUNTY AIRPORT (PARIS)

Branch: AFBL Name: Apron Fuel Bear lake Use: APRON Area: 3,248.00SqFt

Section: 03 of 3 From: Section 02 To: Apron 01 Last Const.: 5/3/2005
Surface: AC Family: Idaho AC Aprons Zone: Category: Rank: S
Area: 731.00SqFt Length: 30.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 1 Surveyed: 1
Conditions: PCI:100.00 |

Sample Number: 01 Type: R Area: 731.00SqFt PCI = 100
<NO DISTRESSES>

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: BEAR LAKE Name: BEAR LAKE COUNTY AIRPORT (PARIS)

Branch: R10BL Name: Runway 10/28 Bear Lake Use: RUNWAY Area: 432,750.00SqFt

Section: 01 of 1 From: Runway 10 End To: Runway 28 End Last Const.: 6/5/2004
Surface: AC Family: Idaho AC Runways Zone: 1U7 Category: 5 Rank: P
Area: 432,750.00SqFt Length: 5,770.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 79 Surveyed: 7
Conditions: PCI:91.00 |

Sample Number: 01 Type: R Area: 5,625.00SqFt PCI = 86
48 LONGITUDINAL/TRANSVERSE CRACKING L 145.04 Ft
52 WEATHERING/RAVELING M 15.00 SqFt

Sample Number: 03 Type: R Area: 5,625.00SqFt PCI = 96
48 LONGITUDINAL/TRANSVERSE CRACKING L 23.01 Ft

Sample Number: 12 Type: R Area: 5,625.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 112.03 Ft

Sample Number: 31 Type: R Area: 5,625.00SqFt PCI = 87
48 LONGITUDINAL/TRANSVERSE CRACKING L 131.03 Ft
55 SLIPPAGE CRACKING N 15.00 SqFt

Sample Number: 45 Type: R Area: 5,625.00SqFt PCI = 95
48 LONGITUDINAL/TRANSVERSE CRACKING L 61.02 Ft

Sample Number: 59 Type: R Area: 5,625.00SqFt PCI = 90
48 LONGITUDINAL/TRANSVERSE CRACKING L 162.04 Ft

Sample Number: 73 Type: R Area: 5,625.00SqFt PCI = 89
48 LONGITUDINAL/TRANSVERSE CRACKING L 194.05 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: BEAR LAKE Name: BEAR LAKE COUNTY AIRPORT (PARIS)

Branch: R16BL Name: Runway 16/34 Bear Lake Use: RUNWAY Area: 286,632.00SqFt

---

Section: 01 of 2 From: Runway 16 End To: Section 02 Last Const.: 6/5/2004
Surface: AC Family: Idaho AC Runways Zone: 1U7 Category: 5 Rank: S
Area: 156,312.00SqFt Length: 2,605.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 26 Surveyed: 5
Conditions: PCI:96.00 |

Sample Number: 02 Type: R Area: 6,000.00SqFt PCI = 96
48 LONGITUDINAL/TRANSVERSE CRACKING L 33.01 Ft

Sample Number: 08 Type: R Area: 6,000.00SqFt PCI = 94
48 LONGITUDINAL/TRANSVERSE CRACKING L 88.02 Ft

Sample Number: 14 Type: R Area: 6,000.00SqFt PCI = 98
48 LONGITUDINAL/TRANSVERSE CRACKING L 6.00 Ft

Sample Number: 20 Type: R Area: 6,000.00SqFt PCI = 96
48 LONGITUDINAL/TRANSVERSE CRACKING L 20.01 Ft

Sample Number: 26 Type: R Area: 6,000.00SqFt PCI = 96
48 LONGITUDINAL/TRANSVERSE CRACKING L 23.01 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: BEAR LAKE Name: BEAR LAKE COUNTY AIRPORT (PARIS)

Branch: R16BL Name: Runway 16/34 Bear Lake Use: RUNWAY Area: 286,632.00SqFt

---

Section: 02 of 2 From: Section 01 To: Runway 34 End Last Const.: 6/5/2004
Surface: AC Family: Idaho AC Runways Zone: 1U7 Category: 5 Rank: S
Area: 130,320.00SqFt Length: 2,172.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 22 Surveyed: 5
Conditions: PCI:96.00 |

Sample Number: 01 Type: R Area: 6,000.00SqFt PCI = 97
48 LONGITUDINAL/TRANSVERSE CRACKING L 8.00 Ft

Sample Number: 07 Type: R Area: 6,000.00SqFt PCI = 96
48 LONGITUDINAL/TRANSVERSE CRACKING L 23.01 Ft

Sample Number: 13 Type: R Area: 6,000.00SqFt PCI = 94
48 LONGITUDINAL/TRANSVERSE CRACKING L 95.02 Ft

Sample Number: 19 Type: R Area: 6,000.00SqFt PCI = 95
48 LONGITUDINAL/TRANSVERSE CRACKING L 59.02 Ft

Sample Number: 21 Type: R Area: 6,000.00SqFt PCI = 95
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.01 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: BEAR LAKE Name: BEAR LAKE COUNTY AIRPORT (PARIS)

Branch: T01BL Name: Taxiway 01 Bear Lake Use: TAXIWAY Area: 14,654.00SqFt

Section: 01 of 1 From: Runway 10 To: Apron 01 Last Const.: 6/5/2004
Surface: AC Family: Idaho AC Taxiways Zone: 1U7 Category: 5 Rank: P
Area: 14,654.00SqFt Length: 332.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 4 Surveyed: 3
Conditions: PCI:92.00 |

Sample Number: 01 Type: R Area: 4,686.00SqFt PCI = 93
48 LONGITUDINAL/TRANSVERSE CRACKING L 78.02 Ft

Sample Number: 02 Type: R Area: 4,000.00SqFt PCI = 92
48 LONGITUDINAL/TRANSVERSE CRACKING L 84.02 Ft

Sample Number: 03 Type: R Area: 4,004.00SqFt PCI = 90
48 LONGITUDINAL/TRANSVERSE CRACKING L 121.03 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: BEAR LAKE Name: BEAR LAKE COUNTY AIRPORT (PARIS)

Branch: TBBL Name: Taxiway B Bear lake Use: TAXIWAY Area: 7,219.00SqFt

---

Section: 01 of 1 From: Apron 01 To: East End Last Const.: 5/3/2005
Surface: AC Family: Idaho AC Taxiways Zone: Category: Rank: S
Area: 7,219.00SqFt Length: 289.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 2 Surveyed: 2
Conditions: PCI:100.00 |

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 100
<NO DISTRESSES>

Sample Number: 02 Type: R Area: 2,219.00SqFt PCI = 100
<NO DISTRESSES>

Section: R10BL-01
Longitudinal/Transverse Cracking

Section: T01BL-01
Longitudinal/Transverse Cracking

Section: R16BL-01
Longitudinal/Transverse Cracking

Section: R16BL-02
Longitudinal/Transverse Cracking

Section: A01BL-01
Longitudinal/Transverse Cracking

NETWORK MAINTENANCE REPORT
BEAR LAKE COUNTY AIRPORT (PARIS)

Network	Branch	Section	Distress	Severity	Distress Quantity	Units	Action	Maint. Quantity	Units	Unit Cost	Total Cost
BEAR LAKE	A01BL	1	L & T CR	L	454	FT	No Localized M & R	1,486.50	SqFt	$0.00	$0.00
BEAR LAKE	A01BL	1	OIL SPILLAGE	N	22	SQFT	No Localized M & R	43.8	SqFt	$0.00	$0.00
BEAR LAKE	A01BL	1	SLIPPAGE CR	N	32	SQFT	Patching - AC Deep	58.6	SqFt	$2.60	$152.44
										Total	$152.44
BEAR LAKE	A01BL	2	L & T CR	L	107	FT	No Localized M & R	349.8	SqFt	$0.00	$0.00
BEAR LAKE	A01BL	2	WEATH/RAVEL	L	1,669.00	SQFT	No Localized M & R	1,668.50	SqFt	$0.00	$0.00
										Total	$0.00
BEAR LAKE	R10BL	1	L & T CR	L	9,103.00	FT	No Localized M & R	29,863.70	SqFt	$0.00	$0.00
BEAR LAKE	R10BL	1	SLIPPAGE CR	N	165	SQFT	Patching - AC Deep	220.5	SqFt	$2.60	$573.39
BEAR LAKE	R10BL	1	WEATH/RAVEL	M	165	SQFT	No Localized M & R	164.9	SqFt	$0.00	$0.00
										Total	$573.39
BEAR LAKE	R16BL	1	L & T CR	L	886	FT	No Localized M & R	2,906.80	SqFt	$0.00	$0.00
										Total	$0.00
BEAR LAKE	R16BL	2	L & T CR	L	1,022.00	FT	No Localized M & R	3,350.10	SqFt	$0.00	$0.00
										Total	$0.00
BEAR LAKE	T01BL	1	L & T CR	L	327	FT	No Localized M & R	1,072.50	SqFt	$0.00	$0.00
										Total	$0.00
										TOTAL	$725.83